

Connector road committee meets

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CONCORD TOWNSHIP

A technical advisory committee (TAC) met to plan the progress of the Concord Township Connector Road Extension Project at the Concord Community Center on Auburn Road Oct. 4. The plan is to connect Auburn and Crile roads to reduce traffic congestion, improve traffic flow, improve traffic safety and encourage development.

The project is on the NOACA Transportation Improvement Plan (TIP) list to be funded in 2014 and 2015. It is also within the Concord-Painesville Joint Economic Development District (JEDD).

Those participating included: from Concord Township, trustees Paul Malchesky and Connie Luhta, fiscal officer Amy Dawson, Fire Chief Mike Warner, zoning inspector Kathy Mitchell, administrator Jack Nettis, Service Director Frank Kraska; chief landscape architect for Lake Metroparks Chuck Kenzig; Lake County Engineer Jim Gills; Denis Yurkovich from Lake County Department of Utilities; Mahmond Al-lozi from NOACA; Tom Sorge and Eric Kallio from ODOT District 12; and from Wilbur Smith Associates (WSA), Director of Engineering Steve Goodreau (project manager), and engineers Bob Parker and Melissa Thompson.

"Concord Township's position is that they want to get this done as soon as possible and paid for as soon as possible," Malchesky said.

Nettis said the township had thought the project funding was coming along well, but then federal funding stopped and \$700,000 in Ohio Public Works Commission funding had to be re-

turned since the project was stalled.

"NOACA was taking us almost halfway there (\$3.2 million), so that's a very big support to the overall project," Nettis said. "(The trustees) entered into a Joint Economic Development District. That is going to be able to assist greatly with the financing of the project."

The trustees also recently approved Tax Increment Financing (TIF) for the project and committed \$400,000 for pre-engineering costs.

Another issue has been the procurement of properties where the road would go.

Currently there are three possible plans for the connector road.

"The first alternative is the roadway extension ... and a shifting of Crile Road," Goodreau said.

With the first alternative, the connector road would be from Capital Parkway and run east to Crile Road, which has a loop incorporated to accommodate traffic coming off state Route 44.

The second alternative would be basically the same, but with a smaller loop on Crile Road.

The third alternative would again begin at Capital Parkway, but would be a traffic circle, which is considered a safer solution.

In addition to the connector road, WSA will work on changing the Auburn-Crile Road intersection to make it more workable.

It was suggested WSA ensure the traffic study being used was done after the Lake Health TriPoint and University Hospitals Health Center projects were completed.

Goodreau said progress reports will be available on an FTP site and presented a proposed timetable.

The committee agreed to meet monthly. A stakeholder meeting is proposed for January.